

MD 202 IS ASSUMED TO RUN
IN AN EAST WEST DIRECTION

PROPOSED SIGNALS

3
12" / 8"

EXISTING SIGNALS

1, 2, 5, 6, 7
12"

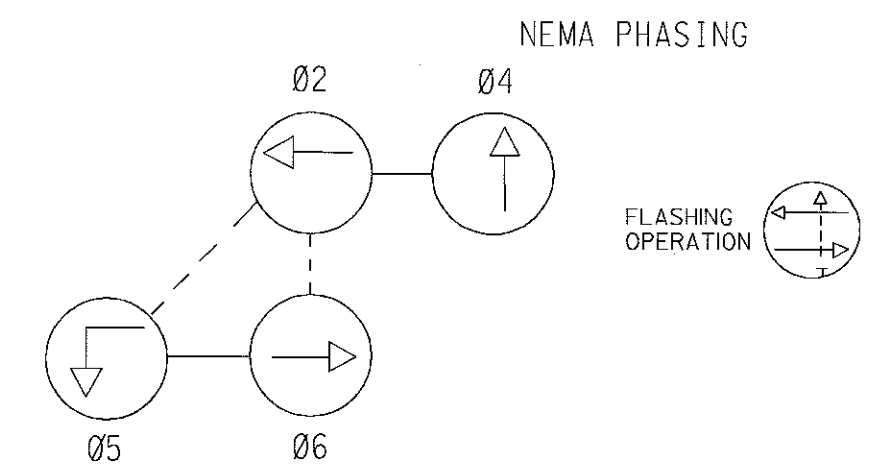
4
12"

EXISTING SIGNS

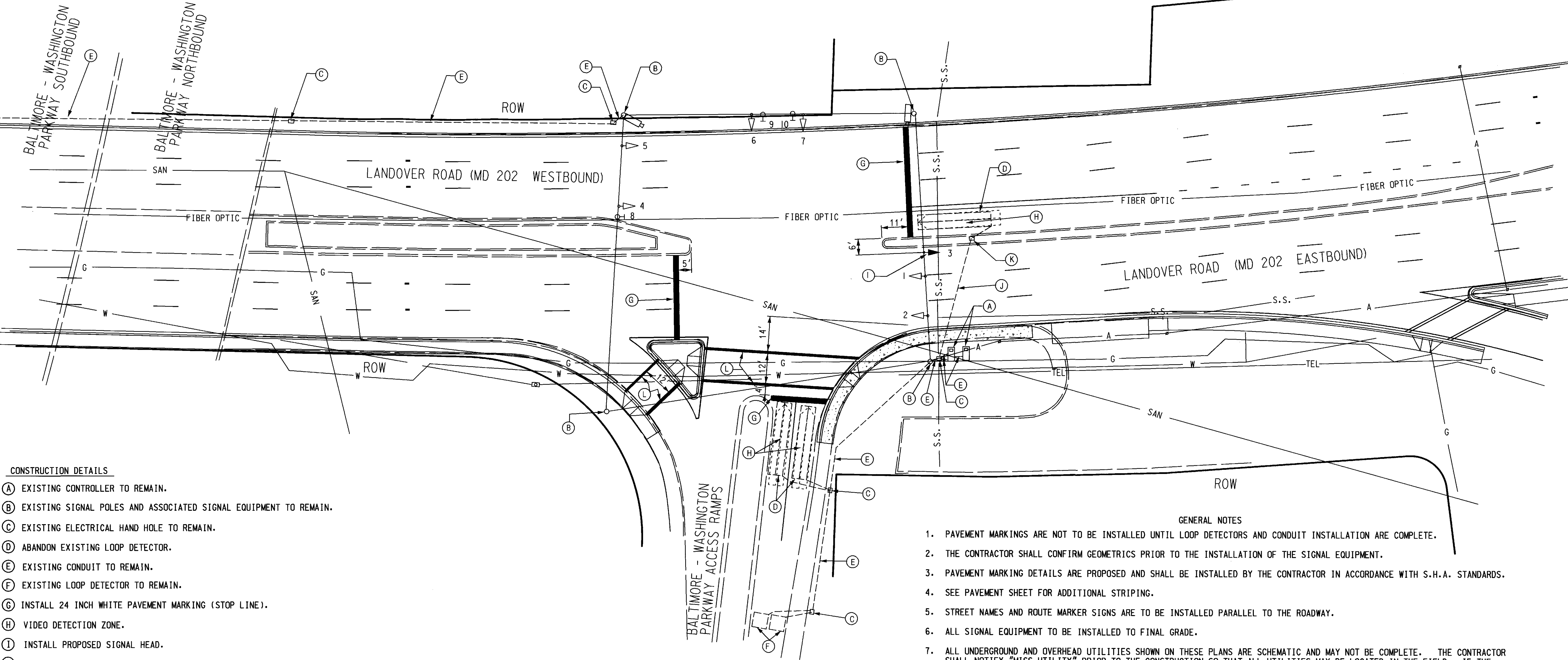
9
R3-5L
30" x 36"

10
R3-5R
30" x 36"

8
R10-12
36" x 42"



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



CONSTRUCTION DETAILS

- (A) EXISTING CONTROLLER TO REMAIN.
- (B) EXISTING SIGNAL POLES AND ASSOCIATED SIGNAL EQUIPMENT TO REMAIN.
- (C) EXISTING ELECTRICAL HAND HOLE TO REMAIN.
- (D) ABANDON EXISTING LOOP DETECTOR.
- (E) EXISTING CONDUIT TO REMAIN.
- (F) EXISTING LOOP DETECTOR TO REMAIN.
- (G) INSTALL 24 INCH WHITE PAVEMENT MARKING (STOP LINE).
- (H) VIDEO DETECTION ZONE.
- (I) INSTALL PROPOSED SIGNAL HEAD.
- (J) CAP AND ABANDON EXISTING CONDUIT.
- (K) REMOVE EXISTING ELECTRICAL HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.
- (L) INSTALL 12 INCH WHITE PAVEMENT MARKING (CROSSWALK).

UTILITY LEGEND

— G — G — GAS MAIN
— W — W — WATER MAIN
— S — S — SEWER MAIN
— E — E — ELECTRIC CABLES
— A — A — AERIAL CABLES
— T — T — TELEPHONE CABLES

GENERAL NOTES

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT SHEET FOR ADDITIONAL STRIPING.
5. STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY.
6. ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY "MISS UTILITY" PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.



REVISIONS	APPROVALS
<div>ORIGINAL</div> <div>ON FILE</div>	<div>TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION</div> <div>DIRECTOR, TRAFFIC & SAFETY</div>
<div>8-2002 REDUCE LOOPS DUE TO RESURFACING</div> <div>PG4215164</div> <div>C. MANZ</div> <div>B 3-1997</div> <div>INSTALL SIGN E.B. MD 202</div> <div>SW 1424, B15</div> <div>REPLACEMENT OF LOOP DETECTORS</div> <div>11-6-92 DUE TO GEOMETRIC IMPROVEMENTS</div>	



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 202 & N.B. RAMP FOR B.W. PKWY

DRAWN BY: G. COOK	F.A.P. NO.	TS NO.	SHEET NO.
CHECKED BY:	S.H.A. NO.	TS-787 C	
SCALE: 1" = 20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. E 691	62 OF 92
DATE: 11/1/72	LOG MILE: 16020213.60		

FILE: m:\land_3\sp_202_nb_bwpky.dgn

DATE: 10/14/02